METROPOLITAN
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Memorandum

TO: Regional Bicycle Working Group and Regional Pedestrian Committee — DATE: April 19, 2007

FR: Sean Co — W. I.

RE: 2009 Regional Transportation Plan

Background

MTC is in the process of developing the 2009 Regional Transportation Plan (RTP). The RTP process consists of a "vision" of the region's future along with a new set of goals from the Transportation 2030 Plan.

The Regional Bicycle Working Group (RBWG) and the Regional Pedestrian Committee (RPC) will receive an overview of the RTP Vision and Goals from MTC planner Ashley Nguyen. In general MTC's Partnership Technical Advisory Committee (PTAC) will discussing these items in depth at the April 16, 2007 meeting. MTC plans to approve the RTP goals in July 2007. The memos for the PTAC meeting are attached as Defining the 2009 Vision (Attachment 1), Draft 2009 RTP Goals (Attachment 2) and Report on Transportation 2030 Plan's Key Measures of Progress (Attachment 3).

Discussion

Staff would like the RBWG and RPC feedback on the proposed RTP goals, vision and Key Measures of Progress. Please frame your discussion around the following questions, keeping in mind issues that most directly involve bicycle and pedestrian issues:

1. Are the goals and objectives meaningful with respect to bicycle and pedestrian considerations?
2. Are the Key Measures of Progress useful? Are there any Key Measures that are not included in the report that pertain to bicycles and pedestrian programs or projects?
3. What considerations would the RBWG and RPC like to see in the process for developing the vision?

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Memorandum

TO: Partnership Technical Advisory Committee DATE: April 9, 2007

FR: Ashley Nguyen and Lisa Klein W. I.

RE: Defining the 2009 RTP Vision

RTP APPROACH

The 2009 Regional Transportation Plan (RTP) will begin by first developing a "vision" of the region's future, and then defining the transportation policies, investments and finances that support that future. This new approach provides us an opportunity to fully assess the region's long-range transportation system needs and travel patterns as they relate to current and planned land-use and growth patterns. MTC will use the latest socio-demographic assumptions, which is ABAG's adopted Projections 2007, and will reference and incorporate the outcomes of the multi-agency FOCUS effort. Once we establish this "big picture" planning context, then we can identify, discuss and prioritize the transportation investments and finances that the region ought to pursue in the financially constrained plan element to better support and carry out our vision (see Attachment A).

PROCESS FOR DEFINING THE RTP VISION

Scenario Performance Assessment

MTC staff believes that the RTP Vision should be oriented towards goals and policies that help define investment strategies. Since the RTP Vision is not financially constrained, we have the opportunity to think strategically about policies that best move the region towards its established goals. Staff proposes to set performance-based targets and then measure the contribution of various scenarios against these targets (see Attachment B). In essence, we are looking to develop an outcome-based RTP.

MTC staff will evaluate the projects/programs proposed for the RTP Vision through two separate processes: (1) scenario performance assessment, which is described below and in Attachment B, and (2) project performance assessment. We will present the overall approach, process, and potential measures for project performance assessment in greater detail at the May 21 PTAC meeting.

For the scenario assessment, staff proposes to use the adopted Projections 2007 as the underlying socio-demographics assumption, and use today's conditions (2006) as the benchmark for comparative purposes. We have defined three preliminary performance-based targets:

- Delay (e.g., reduce person hours of delay by 50 percent compared to today);
- Vehicle Miles Traveled (VMT) (e.g., reduce VMT traveled by 5 percent compared to today); and

- Emissions (e.g., reduce carbon dioxide to 1990 levels; reduce particulate matter to 2000 levels).

The three proposed scenarios to be evaluated are: (1) freeway operations and management strategy as defined largely by the Freeway Performance Initiative, (2) High-Occupancy Vehicle (HOV)/High-Occupancy Toll (HOT) Network with supporting express/local bus transit, and (3) an aggressive rail and ferry network that reflects Regional Rail Plan and Water Transit Authority's ferry plan. Based on the scenario performance assessment, the RTP Vision ultimately would likely be a combination of all the strategies considered. The RTP Vision would be subject to further policy and financial discussions in the effort to define the financially constrained and vision elements of the plan.

Process for Project Submittal

MTC staff would like to solicit the Partnership's assistance in identifying projects and programs for consideration in the RTP Vision scenarios and project assessment. Our request to the Partnership is twofold: (1) we are requesting your help to update the project information for projects/programs identified in the financially constrained and vision elements of the Transportation 2030 Plan, and (2) we are requesting that you submit, as necessary, new projects/programs for consideration in the RTP Vision.

Rather than starting from scratch, MTC staff proposes to draw projects/programs from the Transportation 2030 Plan, updating projects/programs where needed. We would also extract projects/programs identified in current regional planning efforts such as the Freeway Performance Initiative (FPI), Regional Rail Plan, Regional High-Occupancy Toll (HOT) Network Study, and the Northern California Trade and Mobility Corridor initiative (Prop. 1B Trade Corridors). We would also seek projects/programs from current updates to the countywide transportation plans (CTPs) prepared by the Congestion Management Agencies (CMAs), short-range transit plans prepared by transit operators, ferry master plan prepared by the Water Transit Authority (WTA), and other corridor studies prepared by Caltrans, CMAs, etc.

To provide some guidance on what projects/programs should be submitted, below are parameters that the Partnership should consider when identifying new projects/programs for the RTP Vision.

- Project should be:
  - Major capacity investment to improve the safe and efficient travel of people and goods, such as widening of lanes on highways and principal arterials, new interchanges, direct interchange connectors, truck climbing lanes, new Bus Rapid Transit (BRT) or express bus services, new fixed guideway extensions, and other capacity improvements that provide for greater through-put
  - Major operational improvements such as those considered in the Freeway Performance Initiative (FPI) and system management or safety investment such as ramp metering and auxiliary lanes
- Project should be derived or consistent with existing plans or corridor studies such as the Transportation 2030 Plan, CTPs, SRTPs, WTA's Ferry Plan, FPI, Regional HOT Network Study, Regional Rail Plan, etc.
- Project should be defined sufficiently to generate sketch level data for evaluation and modeling purposes (roadway project: detailed project description, project limits, roadway detail; transit project: transit headways, routing/stops/stations, and transit fares)
- Project should <u>not</u> have been rejected in a recently completed corridor or planning study

- Project should not have a fatal environmental flaw that could not be reasonably mitigated
- Smaller projects, to the extent possible, need to be bundled into larger programmatic categories, such as bicycle and pedestrian projects, soundwalls, traffic calming program, transit station enhancements, etc. Such projects would not typically be coded in the regional travel model nor subject to air quality conformity. The local streets and roads maintenance, transit operating and capital improvements (including replacement, rehabilitation, and minor enhancements to rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion); local bridge maintenance program categories do not need to be submitted; MTC staff will be working directly with the Partnership Local Streets and Roads and Transit Finance committees to develop these programs.

Project information requested will include project scope, costs (including mid-year construction costs as required by SAFETEA), modeling details, project completion years, and so forth. Please note that MTC staff will be working with a consultant to upgrade the RTP Database (which contains all current RTP project information for projects/program identified in the Transportation 2030 Plan) and to develop an application that would allow the Partnership to submit projects to MTC via an on-line project submittal form (similar to, but not as sophisticated as, the project form used in the Transportation Improvement Program's Fund Management System (FMS)). We anticipate that this on-line project form will be available by late June 2007.

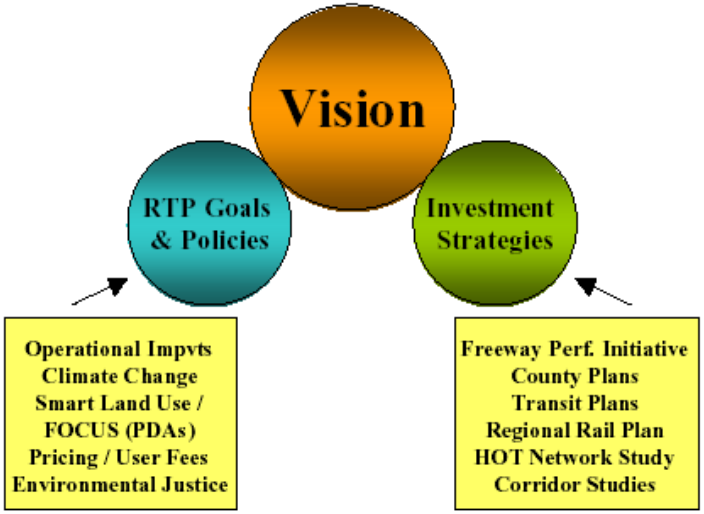
Schedule

MTC would like to have a complete inventory of projects/programs to be included in the RTP Vision by July 27, 2007. So, as you are updating your CTPs and SRTPs, we encourage you to begin thinking about potential projects/programs that would be good candidates for the RTP Vision. Key milestones are as follows:

- Online Project Submittal Form available by June 22, 2007
- Project Submittals due to MTC by July 27, 2007
- Complete inventory of projects/programs for RTP Vision by July 31, 2007
- MTC approval of scenario/project performance assessment approach/measures on July 13, 2007
- Start scenario and project performance assessment on August 1, 2007

Development of the 2009 RTP Vision

Step 1: Develop Vision



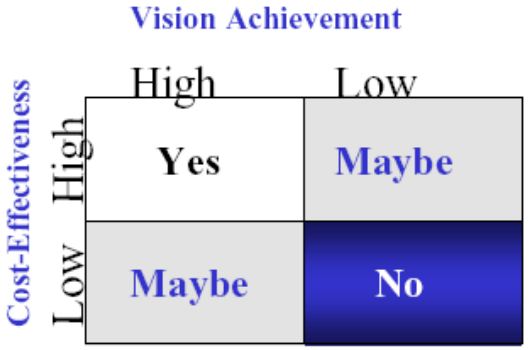
Step 2: Assess Performance

Performance Assessment

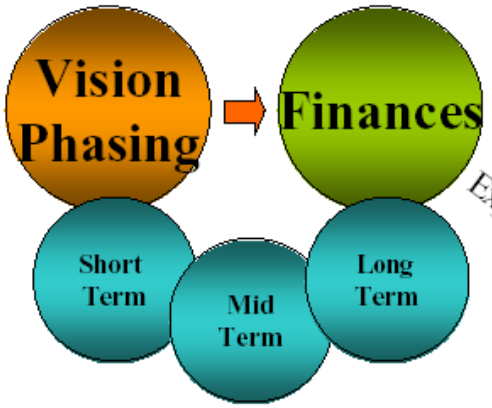
RTP Goals	Measures
Safety / Security	VHD & PHD
Reliability	VMT
Access	Travel Time
Livability	EJ (Job Access)
Air Quality	Emissions
Climate Change	Cost-Effectiveness
Goods Movement	Benefit/Cost Ratio

- Assess how Vision supports FOCUS

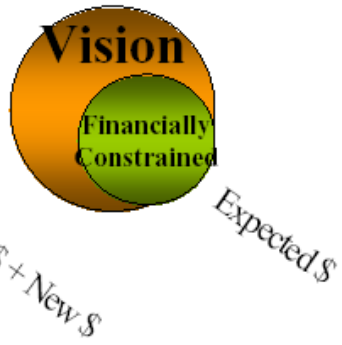
Step 3: Apply Policy Considerations



Step 4: Determine Vision Phasing



Step 5: Apply Financial Constraint



Draft: 3/29/07

Attachment A

Scenario Performance Assessment for 2009 RTP

Define Performance-Based Targets

DELAY

- Reduce person hours of delay (PHD) by 50% compared to today (2006)
- Cost-Effectiveness

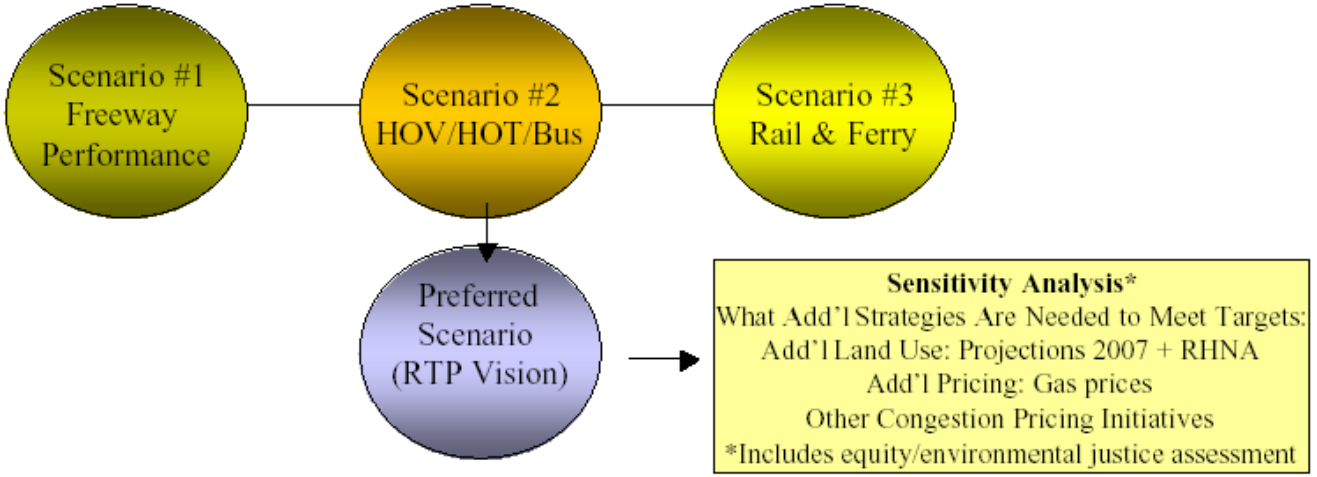
VMT

- Reduce vehicle miles traveled (VMT) by 5% compared to today (2006)
- Cost/PHD Reduced
- Cost/Emissions Reduced

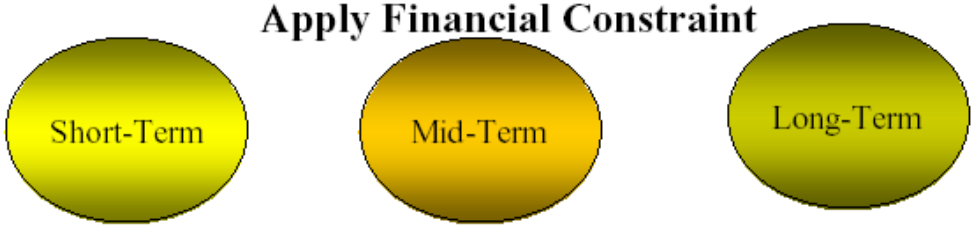
EMISSIONS

- Reduce particulate matter to 2000 levels
- Reduce carbon dioxide to 1990 levels

Conduct Scenario Performance Assessment



Apply Financial Constraint



Financially Constrained **Vision**

4/09/07

Attachment B

Attachment 2

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Memorandum

TO: Partnership Technical Advisory Committee DATE: April 9, 2007

FR: Ashley Nguyen W. I.

RE: Draft 2009 RTP Goals

MTC adopted a new set of goals as part of the Transportation 2030 Plan. The six goals are safety and maintenance, reliability, access to mobility, livable communities, clean air, and efficient freight travel. For each goal, we identified the Purpose, Objectives, Examples of Current Efforts, and Measures of Progress.

As part of the preparation of the 2009 Regional Transportation Plan (RTP), MTC staff revisited the current RTP goals and proposed a few revisions. Our approach was to first update the RTP goals to reflect the new and modified SAFETEA planning factors, which include (1) safety for motorized and non-motorized users, (2) security related to homeland security and transportation, and (3) linkages between transportation, land use and economic development. We also updated the Current Efforts and modified the Measures of Progress based on the findings from the Transportation 2030 Goals' Measures of Progress Report. Then, we proposed two new RTP goals to deal with transportation security and emergency management in response to SAFETEA's security planning factor and greenhouse gases (GHGs) and climate change in response to the state's goal of reducing GHGs and significant public attention on climate change issues.

MTC staff is soliciting your input on these proposed Draft 2009 RTP Goals, and we look forward to your comments on how to further refine the purpose, objectives, and performance measures for each goal.

Schedule

Key milestones are as follows:

- Review by PTAC on April 16, 2007
- Review by MTC advisory committees in May 2007
- MTC approval in July 2007

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2009 Regional Transportation Plan -- Revisions to Transportation 2030 Plan Goals
Draft: 4/09/07

Revisions are shown in blue and bold text.

SAFETY: A Safe and Well-Maintained System

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, whether the trip is by car, transit, bike or walking. ~~Protecting transportation facilities from terrorism is also a new safety area for federal, state, and local law enforcement officials and requires the cooperation of all Bay Area transportation agencies.~~ The public also expects transportation facilities to be kept in a good state of repair, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area's transportation infrastructure will enhance the region's economic growth potential and will help ensure the future viability of existing neighborhoods and downtowns.	Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, **whether the trip is motorized or non-motorized. Efforts to reduce collisions, fatalities and injuries include making strategic investments in safety engineering, enforcement, education, and emergency services.** The public also expects transportation facilities to be kept in a **state of good repair**, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area's transportation infrastructure will enhance the region's economic growth potential and will help ensure the **continued livability** of existing neighborhoods and downtowns.	• Traffic safety is called out more prominently in this goal. • Reference to terrorism is deferred to the proposed new SECURITY goal to respond to SAFETEA's new standalone planning factors for Safety and Security. • Reference to seismic retrofits has been moved to the proposed new SECURITY goal.
Objectives	• Reduce injuries and fatalities for all modes • ~~Be prepared for future transportation emergencies resulting from natural disasters and security threats~~ • Reduce long term transportation repair costs through timely replacement of assets • Save consumers repair costs due to poor road conditions	• Reduce **collisions**, injuries and fatalities for all modes • **Extend the safe and useful life of transportation infrastructure through cost-effective preventive maintenance and rehabilitation first, then replacement** • Save **vehicle owners** repair costs due to poor road conditions	• Extending the life of transit assets via timely maintenance and rehabilitation could be more affordable and cost-effective than replacing the assets.

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	A number of regional initiatives aim to improve the safety and condition of the Bay Area transportation system including: policies to close shortfalls for the timely replacement of worn-out transit vehicles and local street repair with flexible federal funding; efforts underway to complete seismic retrofit of Bay Area bridges; and programs offering technical assistance to cities and counties to improve roadway pavement conditions and improve bicycle and pedestrian safety. In addition, MTC and other Bay Area transportation agencies come together at least once a year to conduct emergency response exercises and training.	**A number of regional initiatives aim to improve the safety of Bay Area travelers and the condition of the transportation system including: funding for the timely replacement of worn-out transit vehicles and repairs to local streets; technical assistance programs for cities and counties to improve roadway pavement conditions and to improve bicycle and pedestrian safety; collaboration with Caltrans on its Strategic Highway Safety Implementation Plan (in progress); incident management programs; summit for older drivers to educate advocates and service providers on ways to assist older motorists stay sharp behind the way or transition out of driving; and exploration of vehicle safety applications through participation in the national Vehicle Infrastructure Integration (VII) effort.**	• New reference to the VII effort. • New reference to the state Strategic Highway Safety Plan and Strategic Highway Safety Implementation Plan.
Key Measures of Progress	• Number of injuries and fatalities at identified safety "hotspots" • Pavement Condition Index (freeways and roads) • Average age of transit fleet • ~~Progress in completing bridge seismic retrofit program~~	• Number of collisions, injuries and fatalities **in the region** • **Number of collisions involving fatalities or injuries by mode, cause, and facility type** • **Average age of transit fleet by service vehicle type** • **Miles between service calls by operator/vehicle type** • Pavement Condition Index (freeways and roads)	• The seismic retrofit measure has been moved to the SECURITY goal. • Consider the type of collisions (i.e., pedestrian, bike, speeding, alcohol) involving injuries or fatalities. • Miles between service calls may help show if vehicles are still performing reliably as we look at potential changes in the frequency of vehicle replacement.

SECURITY: Transportation Security and Emergency Management

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	N/A	**The Bay Area needs to be ready for a number of possible future natural and man-made emergencies, including earthquakes, floods, industrial accidents, and terrorist threats. Such emergencies may adversely affect the safety of the region's residents and the ability of our airports, ports, bridges, freeways, arterials, transit, and bicycle and pedestrian paths to serve regional travel needs. Protecting transportation facilities from natural disasters and terrorism is an important responsibility of federal, state, and local officials and requires the full cooperation of all Bay Area transportation agencies. In order to maintain a high level of preparedness for all risks, it will be necessary to address both pre-event prevention, protection, and detection, as well as post-event emergency response, recovery, and reconstruction. Strategic financial planning is also necessary to ensure that there will be adequate resources available to address transportation security and other emergencies when needed.**	• Consideration of SECURITY as a standalone goal is consistent with SAFETEA's new Security planning factor. • SECURITY is considered here as pre-event prevention, protection, and detection, and post-event emergency response, recovery, and reconstruction.
Objectives	N/A	• **Timely and coordinated response to any regional emergency that occurs through advanced planning and preparation** • **Support federal legislation to promote adequate security funding for airports and seaports.**	

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	N/A	**Transportation security and emergency management efforts underway include: (1) Trans Response Plan – MTC and other Bay Area transportation agencies continue to conduct emergency response exercises and training for earthquakes and terrorist attacks. (2) Regional Transportation Emergency Management Plan – This plan focuses on restoring basic mobility for the general public following a major disaster, and includes plans for three specific disaster scenarios. A separate planning effort focuses on transportation of emergency aid workers, evacuees, and supplies. (3) Regional Transit Security Strategy – MTC, the California Office of Homeland Security, and the major transit operators have convened the Regional Transit Security Working Group to foster security enhancements to the region's transit system.**	
Key Measures of Progress	N/A	• Progress in completing bridge seismic retrofit program • **Conduct regional emergency exercises** • **Number of high-priority transit security projects completed each year**	• Although MTC has no authority over when and with whom individual transit operators conduct emergency exercises with first responders, it is of regional interest that exercises are being conducted regularly so that each party is conditioned to the varied and unique functional and physical environments they may encounter in a real emergency situation.

RELIABILITY: A Reliable Commute

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	Every day people make choices about the easiest way to make trips to their jobs, shopping, school, or recreation. As every traveler knows, certain corridors are heavily congested as too many vehicles try to get to too many places at the same time. Future regional growth will result in continued traffic problems throughout the Bay Area and in most of today's chronically congested corridors. However, travelers will benefit by having an expanded range of choices for making trips based on their personal requirements for travel time, cost, convenience, and reliability. Many of the building blocks for an effective multimodal regional transportation system are already in place. Over the years, extensive new transit, carpool, and bike facilities have been created to provide new choices to travelers. In addition to these expanded choices, traffic management and operations strategies, such as incident management and real time information, and increased use of new technologies, are the key to reducing the impact traffic congestion has on people's lives and businesses. The public also perceives the need to fine-tune the system at key locations, where people connect between modes. Good connections require a range of strategies from removing physical barriers, to better information, to having more services to connect to. Finally, whether people make trips by bike, transit, or car, they desire a certain amount of predictability in terms of how long their trip will take. The manufacturing and freight shipping industries also depend heavily on the delivery of products within specified time windows.	No Revisions	

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Objectives	• Provide travel options that are responsive to individual preferences for time, cost, convenience, and trip reliability. • Increase the number of on-time trips • Improve connections between transit systems and between freeway segments • Improve information on travel conditions and options • Make cost-effective use of new technologies to support objectives	• Provide travel options that are responsive to individual preferences for time, cost, convenience, and trip reliability. • Reduce delay experienced by travelers, thus increasing the number of on-time trips • Improve connections between transit systems and between freeway segments • Improve information on travel conditions and options • Make cost-effective use of new technologies to support objectives	
Examples of Current Efforts	Regional customer service programs such as the 511 traveler information system, FasTrak electronic system, freeway call boxes and roving tow truck patrols make the existing transportation system more reliable for travelers. Caltrans' Traffic Operations System (ramp metering, message signs, incident detection), as well as signal coordination and retiming help traffic flow more smoothly. Carpool lanes along with the newly proposed network of high occupancy/toll (HOT) lanes and the Resolution 3434 Regional Transit Expansion Program will provide reliable travel alternatives in the most congested travel corridors. And funding for the Regional Bicycle Network will add reliable travel alternatives for shorter trips.	Regional customer service programs such as the 511 traveler information system, FasTrak electronic system, freeway call boxes and roving tow truck patrols make the existing transportation system more reliable for travelers. Caltrans' Traffic Operations System (ramp metering, message signs, incident detection), as well as signal coordination and retiming help traffic flow more smoothly. Carpool lanes along with the newly proposed network of high occupancy/toll (HOT) lanes, the Resolution 3434 Regional Transit Expansion Program, **and real-time transit information** will provide reliable travel alternatives in the most congested travel corridors. Funding for the Regional Bicycle Network will add reliable travel alternatives for shorter trips.	
Key Measures of Progress	• Capacity added to the metropolitan transportation system • Levels of service in congested corridors • Progress with freeway ramp meters and traffic signal retiming • On time transit performance • Effectiveness of incident management strategies • New transit connectivity projects • Progress in improving traveler information	• **Progress in completing the regional HOV/HOT network** • **Progress in implementing Regional Measure 2 and Resolution 3434 transit expansion projects** • **Number of vehicle revenue miles added to the transit system** • Levels of service **and delay** in congested corridors • Progress with **implementing** freeway ramp **metering** and traffic signal retiming • On time transit performance • Effectiveness of **freeway** incident management strategies • **Progress in improving traveler information such as providing real-time transit information, personalized 511 services, and increased public awareness of the 511 traveler system**	• Remove reference to the MTS • Add references to HOV network and RM2 and Resolution 3434 transit projects • Transit connectivity is more about access to transit services rather than the reliability of those services – move to ACCESS goal

ACCESS: Access to Mobility

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	MTC must consider the needs of all travelers in order to determine equitable distribution of mobility benefits. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Removing existing barriers to mobility for older adults, the disabled, low-income persons, and school children is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. The cost of transportation can also be a barrier to travel to work, school, medical services, or basic shopping.	MTC must consider the needs of all travelers in order to determine equitable distribution of mobility benefits. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Removing existing barriers to mobility**—physical, informational, or financial—**for older adults, the disabled, low-income persons, and school children is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. **In addition to fixed route transit service and paratransit services, other viable transportation options may include shuttles, accessible taxis, car-sharing, and auto loans to meet multi-faceted mobility needs.**	
Objectives	• Identify barriers, such as gaps in service, affordability, and safety • Improve delivery of services by coordinating with a range of agencies • Secure adequate resources to respond to lifeline mobility needs	• Identify barriers, such as gaps in service, affordability, safety, **and connectivity** • Improve delivery of services by coordinating with a range of public **and private service providers** • **Secure adequate resources to respond to needs identified in the Coordinated Public Transit-Human Services Plan**	• Added reference to connectivity (physical and informational accessibility, such as wayfinding signage).

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Examples of Current Efforts	Identification of a Lifeline Transportation Network; Low Income Flexible Transportation (LIFT) investment program; ADA and paratransit funding; Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) projects in disadvantaged communities; various planning studies such as the Older Adults Transportation Study; Transportation Affordability Study; Community-Based Transportation Plans; social equity analysis for Transportation 2030.	**Ongoing programs to address access and mobility include: (1) Coordinated Public Transit-Human Services Transportation Plan – MTC, in partnership with our transportation and human services partners, has led the effort to assess the needs of individuals with disabilities, older adults, and people with limited incomes. The Plan identifies strategies for meeting those needs, and prioritizes transportation services for funding and implementation. (2) Community-Based Transportation Plans – MTC is continuing work on preparing new plans as well as prioritizing funding for disadvantaged communities in the Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP). (3) Transit Passenger Demographic Survey – MTC is conducting a survey of 22 Bay Area transit operators to gauge customers' trip patterns, trip frequency, access to automobiles, race, and income. (4) Signage and Information – MTC is also funding improvements in wayfinding signage and in-station information at regional transit hubs based on findings from the Transit Connectivity Plan.**	• Added reference to the Coordinated Public Transit-Human Services Plan.
Key Measures of Progress	• Amount of Lifeline transportation service provided • Progress in implementing transportation programs for older adults • Progress in completing community-based Plans • MTC and Transit Operator Title VI reports	• Amount of Lifeline transportation service provided • Number of Community-Based Transportation Plans completed • **Progress in implementing strategies from the Coordinated Public Transit-Human Services Plan** • **Progress in implementing improvements in wayfinding signage and in-station information at regional transit hubs as identified in MTC's Transit Connectivity Plan**	• Deleted Title VI measure since MTC and transit operators, as Federal grantees, are legally required to prepare Title VI reports. Typically, no findings of significance come from Title VI reports. In addition, MTC has in place a discrimination complaint process to address customer complaints. • The Coordinated Public Transit-Human Services Plan addresses needs of low-income, older adults and disabled populations.

LIVABLE COMMUNITIES: A Region of Vibrant Neighborhoods

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Purpose	It is widely recognized that, over the long term, transportation and land-use decisions will impact regional travel patterns as well as mobility within communities related to opportunities for biking, walking, or using transit. The Bay Area's Smart Growth Vision recommends that future development take place around major transit lines or in other infill locations within the urban core to increase regional housing stock and improve transportation options. There appears to be early consensus that, from the regional level, the most effective approach for achieving these desirable land-use patterns is through incentives to local government. In addition, smaller scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP) will continue to play a role in helping communities create vibrant neighborhoods while providing expanding travel options within these communities.	**Transportation and land-use decisions will impact regional travel patterns and ultimately mobility within and between communities related to opportunities for biking, walking, or taking transit.** **The Bay Area took the first bold step in 2002 by adopting the Smart Growth Vision wherein new development would be concentrated in compact forms, in existing communities, in areas accessible to transit and in places that are close to services and employment opportunities. This more compact growth pattern produces more efficient use of transportation facilities, greater housing choices, revitalization of older neighborhoods, towns, and cities, preservation and conservation of agricultural land, open space, and sensitive habitats, and attainment of high quality of life for Bay Area residents. The latest multi-agency Focusing Our Vision (FOCUS) effort strives to further advance smart growth objectives by engaging local governments and soliciting their help in identifying priority development areas (PDAs) and priority conservation areas regionwide.** **Successful implementation of desired compact land-uses will require incentives to local governments.**	• SAFETEA requires RTPs to "promote consistency between transportation improvements and State and local planned growth and economic development patterns." • Introduces ABAG's Focusing Our Vision effort and the associated Priority Development Areas.

	Transportation 2030 Plan Goal	*Proposed Revisions*	*Reason for Revisions*
Objectives	• Create incentives to encourage transit-oriented development around regional transit systems and mixed-use development elsewhere • Create new and safer ways to get around within communities by fostering walking and biking and connecting communities to transit • Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers	• **Continue to use incentives to encourage transit-oriented development around transit corridors and hubs and mixed use development elsewhere** • **Target incentives and financial resources in support of compact growth areas and new FOCUS priority development areas** • Create new and safer ways to get around **and between** communities by walking, biking, and taking transit • Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers	• Emphasize the benefits of retrofitting existing development as well as forward planning of transit-oriented development assisted by public funds.
Examples of Current Efforts	Participation in regional Smart Growth initiative, expanded funding for TLC/HIP, Resolution 3434 regional transit expansion policies for supportive land use plans around new transit lines; Transportation Planning and Land Use Solutions (T-PLUS) – partnering with CMAs to help inform local land-use decisions	**The multi-agency FOCUS initiative is the latest regional effort to solidify the transportation-land-use connection and to improve the coordination between planned transportation investments and locally planned growth. Other regional programs that help to link transportation investment and supportive land use development include: MTC's Transit-Oriented Development policy ensures that Resolution 3434 transit expansion investments proceed only if station area plans and existing development exceed corridor threshold limits for housing. Smaller scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP), Station Area Planning Grants, and Transportation Planning and Land Use Solutions (T-PLUS) continue to support the development and revitalization of livable communities.**	
Key Measures of Progress	• Number of TLC projects completed • Number of new Transit Oriented Development projects assisted with HIP • Number of new mixed use development projects assisted with HIP • Annual results of T-PLUS program	• **Number of regional and county TLC capital projects funded and completed** • **Number of new housing projects assisted with regional HIP** • **Progress in implementing MTC's Transit-Oriented Development Policy as applied to Resolution 3434 projects** • **Progress in implementing FOCUS priority development areas and priority conservation areas** • **Percent of all residents in the urban core within 5-minute walk to 10-minute or better transit service** • **Number of transit boardings per capita**	• Focus on the delivery of TLC regional and county capital projects. • Focus on MTC's HIP since only two CMAs have a county HIP program • Measures progress in implementing the Resolution 3434 TOD Policy and FOCUS

CLEAN AIR: Clearing the Skies

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	The federal and state governments have set standards to maintain healthy air. Over the last two decades, state and regional air quality agencies have achieved major reductions in chemicals that help form smog, and the Bay Area now meets the federal one-hour ozone standard. While most reductions from motor vehicles come from strict state controls on vehicle engines and fuels, certain types of transportation investments can help reduce the number of vehicle trips and lower emissions through more efficient traffic flows on freeways and local streets. Maintaining good air quality will require increased emphasis on efforts to control emissions on specific days when ozone could reach unhealthy levels. New challenges will include tackling the reduction of small particulate matter from vehicles (an emerging health concern), and further collaboration with the Central Valley on reducing transport of pollution from Bay Area sources.	**Air quality planning in the Bay Area is designed to have the region attain and maintain standards for healthy air set by the federal and state government. Over the last two decades, state and regional air quality agencies have made steady progress in reducing ozone precursors (smog) and carbon monoxide emissions from all sources, but new, more stringent standards for ozone and fine particulate matter will pose new challenges. Long-term trends show a continued decline in emissions of both ozone precursors and carbon monoxide emissions from cars and trucks, primarily as a result of strict state emission requirements for new cars. While new federal controls on commercial trucks will reduce emissions from these engines, additional motor vehicle travel will lead to increased levels of particulates overall. Transportation investments can contribute to improving air quality in a number of ways, from providing alternatives to automobile travel, to improving traffic flows on freeways and local streets, to funding emission control technologies to clean up diesel exhaust from older transit and commercial vehicles.**	• More information on long-term trends; identify new air quality standards as potential challenge; delete discussion of episodic controls, since this has not been worked on lately, except for Spare the Air/Free Transit Campaign.
Objectives	• Achieve additional reductions in motor vehicle emissions through effective transportation control measures • Working with the Bay Area Air Quality Management District, develop new episodic control strategies for predicted high-ozone days • Help reduce particulate matter from buses and other heavy duty vehicles • Promote non-motorized travel to reduce auto trips	• **Reduce regional emissions from motor vehicles by supporting public transit, carpooling, and bike/walk modes** • **Reduce regional emissions by maintaining certain speeds on local streets and Bay Area freeways** • **Reduce long-term emissions from motor vehicles by supporting regional smart growth planning** • **Reduce particulate matter from buses and other heavy duty vehicles through investments in retrofit technology and cleaner engines**	
Examples of Current Efforts	Ongoing implementation of various state and federal transportation control measures; funding for emission control devices on urban buses to lower ozone precursors and particulate matter.	**Ongoing implementation of various state and federal transportation control measures; installation of retrofit kits on older diesel powered buses and garbage trucks to reduce particulate matter, and funding for free transit on predicted high ozone days.**	

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Key Measures of Progress	• Periodic analysis of consistency between the Transportation 2030 Plan and Transportation Improvement Program (TIP) and the federal air quality plan (also known as transportation "conformity"). • Progress is retrofitting urban buses with new emission controls • Development of new episodic controls on Spare the Air days • Progress in funding bicycle and pedestrian projects	**Many transportation investments in the Plan will have both mobility and air quality benefits. Several measures of progress would include:** • **Implementation status of federal and state Transportation Control Measures** • **Periodic updates of motor vehicle emission inventories as part of federal and state planning processes** • **Periodic assessments of the conformity of the Bay Area Transportation Improvement Program and Regional Transportation Plan with the transportation emission "budgets" in the federal air quality plan (or "SIP")**	• New control strategies implemented at state and regional level will be needed to address criteria pollutants

Climate Change: Managing Global Warming

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	N/A – this is a new goal	**The continued warming of the earth's atmosphere will have numerous implications for the State and Bay Area, from health and environmental issues to impacts on the Bay Area's transportation infrastructure with rising sea levels. Transportation is nearly completely reliant on petroleum for fuel, thus the amount of regional travel and the efficiency of the vehicles used to transport people and goods will be major determinant of the amount of greenhouse gases (GHGs) produced by Bay Area travel activity. At the same time, critical elements of the transportation infrastructure (highway, rail, and airports) could face flooding as sea levels continue to rise. The state is committed to reduce its GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and 80 percent below 1990 levels by 2050.** **While there are multiple avenues for reducing GHGs from transportation, existing resources are scarce and there is a need to identify the most productive approaches to reducing GHG emissions. The same applies to the projects that will be necessary to protect the region's transportation infrastructure.**	• New goal to reflect state goal of reducing GHGs as well as significant public attention on climate change issue
Objectives	N/A	• **Identify the amount of future GHGs from Bay Area transportation sources** • **Identify emission reduction strategies and new funding sources for climate protection** • **Identify strategies to protect Bay Area transportation infrastructure and new funding sources for adaptation**	
Examples of Current Efforts		**Many regional programs that improve transportation and air quality will also have direct GHG reduction benefits:** • **Ongoing analysis of potential transportation strategies for reducing GHGs that can be implemented by MTC** • **Participation in Joint Policy Committee process that will identify cooperative climate protection efforts that can be implemented by MTC, ABAG, the Air District and BCDC.**	•
Key Measures of Progress		• **Air District GHG Emission Inventory which shows trends in GHGs from transportation as well as all other Bay Area sources**	•

EFFICIENT FREIGHT TRAVEL: Moving Goods to Market

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Purpose	Expected increases in population and a resurgent economy will contribute to increased truck movement throughout the region, especially near the Bay Area's major airports and seaports. Innovation in intermodalism has transformed the movement of freight, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns for those who move freight within, into and out of the Bay Area. The increasing cost of moving freight in the region could contribute to a higher cost of living, while impediments in shipping freight could lead some industries to relocate.	Expected increases in population, **growing international trade with the Pacific Rim,** and a resurgent economy will contribute to increased truck **and rail freight** movement throughout the region, especially near the Bay Area's major airports and seaports. Innovation in intermodalism has transformed the movement of freight, creating efficient connections between carriers, but ultimately the region's major freight corridors, **particularly for rail freight,** will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns for those who move freight within, into and out of the Bay Area. **Furthermore, the environmental impacts of moving freight on local communities must also be considered, including air pollution, noise, and local traffic congestion.** The increasing cost of moving freight in the region could contribute to a higher cost of living, while impediments in shipping freight could lead some industries to relocate. **The needs of the goods movement industry should be better integrated into local land use and development decisions.**	• Acknowledge local concerns regarding goods movement, in particular air quality/emissions related impacts and the need to address these as part of a comprehensive goods movement strategy.
Objectives	• Identify key improvements in the surface transportation system where public investment can help the freight industry; • Identify long term capacity issues associated with cargo movement through airports and seaports • Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure.	• Identify key **freight** improvements **and potential funding sources, including private sector, state, and potential federal funding**; • Identify long term capacity issues associated with cargo movement through airports and seaports • Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure. • **Encourage progress in implementing ITS and operational solutions to improve goods movement**	

	Transportation 2030 Goal	*Proposed Revisions*	*Reason for Revision*
Examples of Current Efforts	Regional Freight Initiative-- to identify future freight improvement projects in the region and issues related to zoning protection for freight activities; advocacy related to new transportation reauthorization bill (SAFETEA)	**MTC's Goods Movement/ Land Use Study (in progress) seeks to further the region's understanding of goods movement/land use issues and the implications of land use decisions for the transportation network, the environment and the overall quality of life and cost of living in the region. Such understanding can build interest and constituencies and provide the rationale for a regional land use strategy in support of a more efficient goods movement system.** **MTC is also working with surrounding regions (San Joaquin, Sacramento and Stanislaus) to evaluate the short and long-term infrastructure needs along the two major trade corridors serving the Bay Area. This collaboration is critical because trade relies on multi-region corridors to serve both inter-regional and international goods movement.**	
Key Measures of Progress	• Identification of key freight projects and associated funding • Development of a regional truck network on local arterials • Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis	• Identification of key freight projects and associated funding **including private sector funding** • Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis • **Progress in implementing priority freight projects** • **Progress in implementing new ITS or operational programs to improve efficiency of goods movement and/or environmental impact of goods movement**	

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Memorandum

TO: Partnership Technical Advisory Committee DATE: April 9, 2007

FR: Raymond Kan and Carolyn Clevenger

RE: Report on Transportation 2030 Plan's Key Measures of Progress

As part of Transportation 2030 Plan, MTC committed to report on the Key Measures of Progress for the six goals – safety and maintenance, reliability, access, livable communities, clean air, and efficient freight travel. The Key Measures of Progress are meant to help MTC evaluate the degree to which its actions, guided by the policies developed in Transportation 2030 Plan, have advanced the plan's goals, and to provide insight as we move forward with the 2009 Regional Transportation Plan (RTP). These measures will either be carried over into the next RTP, modified, or deleted depending on their effectiveness in measuring progress, availability of data, and consistency with the goals and objectives developed for the 2009 RTP.

The six Transportation 2030 goals and its associated objectives and key measures of progress are highlighted in the attached Transportation 2030 Goals' Measures of Progress Report. MTC staff has prepared this report to document progress made in these key measures between the base year, roughly the time of the adoption of the Transportation 2030 Plan (2004), and now, using the most recent data available (typically 2005 or 2006). Much of the data and analysis represented in this report, particularly in the Safety and Reliability sections, is also done for the annual State of the System put together by MTC and Caltrans District 4. As we move forward, MTC staff will evaluate how the Key Measures of Progress reflect on the effectiveness of RTP's programs/projects in carrying out Commission policy.

Given the short time period covered by this data, trend lines for most measures will be difficult if not impossible to determine. MTC staff therefore recommends that we continue to monitor these key measures, in addition to those suggested below, as we proceed with implementation of the next RTP.

<u>Proposed Changes to Key Measures of Progress for 2009 RTP</u>
Based on the assessment of the Transportation 2030 goals' key measures of progress, MTC proposes to carry, modify, or delete certain key measures of progress based on their effectiveness in measuring progress, availability of data, and consistency with the goals and objectives to be developed for the 2009 RTP. Table 1 presents the suggested actions and reasons for suggested actions for each key measure of progress.

Table 1. Proposed Changes to Key Measures of Progress

Existing Measure	Suggested Action	Reasons for Action
SAFETY: A Safe and Well-Maintained System		
Number of injuries and fatalities at identified safety "hot spots"	Modify: 1. Number of injuries and fatalities in the region 2. Number of collisions involving fatalities or injuries by mode, cause, and facility type	"Hot spots" are not currently tracked and make up <1% of collisions at major intersections when MTC conducted a sampling of collision data.
Progress in completing bridge seismic retrofit program	Move to new SECURITY goal.	More appropriately placed in a new SECURITY goal.
Pavement condition Index (freeways and roads)	No change	
Average age of transit fleet	Modify: 1. Average age of transit fleet by service vehicle type mode 2. Miles between service calls by operator/vehicle type	To track the reliability of the service as vehicles either age or conversely, get younger.
Progress in completing bridge seismic retrofit program	Move to new SECURITY goal.	More appropriately placed in a new SECURITY goal.
RELIABILITY: A Reliable Commute		
Capacity added to the Metropolitan Transportation System (MTS)	Modify: 1. Progress in completing the HOV/HOT network. 2. Progress in implementing Regional Measure 2 and Resolution 3434 transit expansion projects. 3. Number of vehicle revenue miles added to the transit system.	1. The MTS is no longer being used. The new HOV measure will provide insight into a priority component of the roadway network that MTC is focused on expanding. 2. RM2 and 3434 are the region's priority transit expansion projects, and monitoring their progress is a good barometer for added transit capacity. 3. Monitoring vehicle revenue miles will provide a more detailed description (by mode) of transit service capacity with less reliance on assumptions made by the regional model.
Levels of service in congested corridors	Modify: Levels of service and delay in congested corridors	
Progress with freeway ramp meters and traffic signal retiming	Modify: Progress with implementing freeway ramp metering and traffic signal retiming	
On-time transit	No change	

Existing Measure	Suggested Action	Reasons for Action
performance		
Effectiveness of incident management strategies	Modify: Effectiveness of freeway incident management strategies	
New transit connectivity projects	No change	This measure may move to the ACCESS goal as the new RTP Goals are developed.
Progress in improving traveler information	Progress in improving traveler information such as providing real-time transit information, personalized 511 services, and increased public awareness of the 511 traveler system	
ACCESS: Access to Mobility		
Amount of Lifeline transportation service provided	No change	
Progress in implementing transportation programs for older adults	Modify: Progress in implementing strategies from the Coordinated Public Transit/Human Services Transportation Plan	The Coordinated Plan addresses strategies for older adults, the disabled, and the people with limited incomes
Progress in completing community-based plans	Delete	
MTC and transit operator Title VI reports	Delete	MTC and transit operators, as Federal grantees, are legally required to prepare Title VI reports. Typically, no findings of significance come from these reports. In addition, MTC has in place a discrimination complaint process to address customer complaints.
NEW: Progress in implementing improvements in wayfinding signage and in-station information at regional transit hubs		

Existing Measure	Suggested Action	Reasons for Action
LIVABLE COMMUNITIES: A Region of Vibrant Communities		
Number of TLC projects completed	Modify: Number of regional and county TLC capital projects funded and completed.	This measure focuses on the delivery of capital projects.
Number of new Transit Oriented Development projects assisted with HIP	Modify: Number of new housing projects assisted with Regional HIP.	Only two CMAs have a county HIP program.
Number of new mixed use development projects assisted with HIP	Delete	By definition all HIP projects are transit-oriented, whereas mixed-use is not a critical criterion for HIP grants.
Annual results of T-Plus program	Delete	MTC staff already prepares a separate annual evaluation of the T-Plus program.
NEW: TOD Policy Implementation (Progress in implementing MTC's TOD Policy as applied to Resolution 3434 projects)	Examples: Number of Resolution 3434 expansion stations with station area plans Number of Resolution 3434 corridors meeting TOD policy thresholds Number of housing units planned close to transit stations and in downtowns Number of housing units in the ground (permitted) that are close to transit stations and in downtowns Mode share for residents near transit based on 2010 BATS data	Measures progress in implementing the Resolution 3434 TOD Policy
NEW: Progress in implementing FOCUS Priority Development Areas	Examples: Planned and constructed housing units within adopted PDAs Mode share for residents near transit based on 2010 BATS data	Anticipate adoption of Priority Development Areas and the need to measure their progress.

Existing Measure	Suggested Action	Reasons for Action
NEW: Access to High Quality Transit Service	Percent of all residents in the urban core who are within a 5-minute walk (or equivalent distance) to 10-minute or better transit service	Measures residents' proximity to high quality transit service. It could be extended to employees and Priority Development Areas. Additional analytic measures could be developed to fully assess transit service quality (e.g., route directness, hours of service spans).
NEW: Transit Ridership	Number of boardings per capita	New measure to gauge the market of transit customers as the region continues to grow.
CLEAN AIR: Clearing the Skies		
Periodic analysis of consistency between the Transportation 2030 Plan and Transportation Improvement Program	Delete	
Progress in retrofitting urban buses with new emission controls	Delete	As time goes on, replacement or rehabilitated buses will use cleaner technologies (e.g., built-in filters) and/or fuels, and the need for retrofits will diminish.
Development of new episodic controls on Spare the Air days	Delete	
Progress in funding bicycle and pedestrian projects	Delete	
NEW: Implementation status of federal and state Transportation Control Measures		
NEW: Periodic updates of motor vehicle emission inventories as part of federal and state planning processes		
NEW: Periodic assessments of the conformity of the Bay Area Transportation Improvement Program and Regional Transportation Plan with the transportation emission "budgets" in the federal air quality plan (or "SIP")		New control strategies implemented at state and regional level will be needed to address criteria pollutants

Existing Measure	Suggested Action	Reasons for Action
EFFICIENT FREIGHT TRAVEL: Moving Goods to Market		
Identification of key freight projects and associated funding	Modify: Identification of key freight projects and associated funding **including private sector funding.**	To include major private sector investments in the freight network.
Development of a regional truck network on local arterials	Delete	
Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis	No Change	
NEW: Progress in implementing priority freight projects	New measure; priority projects will be identified as part of MTC's efforts to secure Proposition 1B Trade Corridors funding	New measure to track implementation of priority infrastructure improvements
NEW: Progress in implementing new ITS or operational programs to improve efficiency of goods movement and/or environmental impact of goods movement	New measure	Operating efficiencies is a critical component of goods movement within the congested and developed region. Advances in technology are leading to new operating and ITS initiatives that the region should consider.

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Report on
Transportation 2030 Goals' Key Measures of Progress

April 2007

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INTRODUCTION

Six goals were adopted in the Transportation 2030 Plan – safety, reliability, access, livable communities, clean air, and efficient freight travel. For each goal, key objectives and measures of progress were identified. The key measures of progress are meant to help MTC evaluate the degree to which its actions, guided by the policies developed in Transportation 2030 Plan, have advanced the plan's goals, and to provide insight as we move forward with the 2009 Regional Transportation Plan (RTP). MTC committed to reporting on these key measures of progress as part of the RTP update.

This report documents progress made in these key measures between the base year, roughly the time of the adoption of the Transportation 2030 Plan (2004), and now, using the most recent data available (typically 2005 or 2006). These measures will either be carried over into the next RTP, modified, or deleted depending on their effectiveness in measuring progress, availability of data, and consistency with the goals and objectives developed for the 2009 RTP.

Table 1. Transportation 2030 Key Measures of Progress

Goal
SAFETY: A Safe and Well-Maintained System

Objective	Key Measure
Reduce injuries and fatalities for all modes	Number of injuries and fatalities at safety "hot spots"
Be prepared for future transportation emergencies resulting from natural disasters and security threats	Number of injuries and fatalities
Reduce long term transportation repair costs through timely replacement of assets	Pavement condition index (freeways and roadways)
	Average age of transit fleet
Save consumers repair costs due to poor road conditions	Progress in completing bridge seismic retrofit program

Goal
RELIABILITY: A Reliable Commute

Objective	Key Measure
Provide travel options that are responsive to individual preferences for time, cost, convenience and trip reliability	Capacity added to the MTS
	Levels of service in congested corridors
Increase the number of on-time trips	Progress with freeway ramp meters and traffic signal retiming
Improve connections between transit systems and between freeway segments	On-time transit performance
	Effectiveness of incident management strategies
Improve information on travel conditions and options	New transit connectivity projects
Make cost-effective use of new technologies to support objectives	Progress in improving traveler information

Goal
ACCESS: Access to Mobility

Objective	Key Measure
Identify barriers, such as gaps in service, affordability, and safety	Amount of lifeline transportation service provided
Improve delivery of services by coordinating with a range of agencies	Progress in implementing transportation programs for older adults
Secure adequate resources to respond to lifeline mobility needs	Progress in completing community-based plans
	MTC and transit operator Title VI reports

Goal
LIVABLE COMMUNITIES: A Region of Vibrant Communities

Objective	Key Measure
Create incentives to encourage transit-oriented development around regional transit systems and mixed-use development elsewhere	Number of TLC projects completed
	Number of new transit-oriented development projects assisted with HIP
Create new and safer ways to get around within communities by fostering walking and biking and connecting communities to transit	Number of new mixed-use development projects assisted with HIP
	Annual results of T-Plus program
Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers	

Goal
CLEAN AIR: Clearing the Skies

Objective	Key Measure
Achieve additional reductions in motor vehicle emissions through effective transportation control measures	Periodic analysis of consistency between T-2030, TIP and federal air quality plan
	Progress in retrofitting urban buses
Working with the BAAQMD, develop new episodic control strategies for predicted high-ozone days	Development of new episodic controls on Spare the Air days
Help reduce particulate matter from buses and other heavy duty vehicles	Progress in funding bicycle and pedestrian projects
Promote non-motorized travel to reduce auto trips	

Goal
EFFICIENT FREIGHT TRAVEL: Moving Goods to Market

Objective	Key Measure
Identify key improvements in the surface transportation system where public investment can help the freight industry	Identification of key freight projects and associated funding
Identify long-term capacity issues associated with cargo movement through airports and seaports	Development of a regional truck network on local arterials
Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure	Inclusion of a regional air cargo plan element in the next RASP analysis

Goal
SAFETY: A Safe and Well-Maintained System

Key Measures of Progress:

Number of injuries and fatalities at identified safety "hotspots"

- In terms of an overall trend from 2004 to 2005, the last year for which data is available, the number of collisions involving fatalities went up slightly by three percent, and those involving injuries went down slightly by one percent.

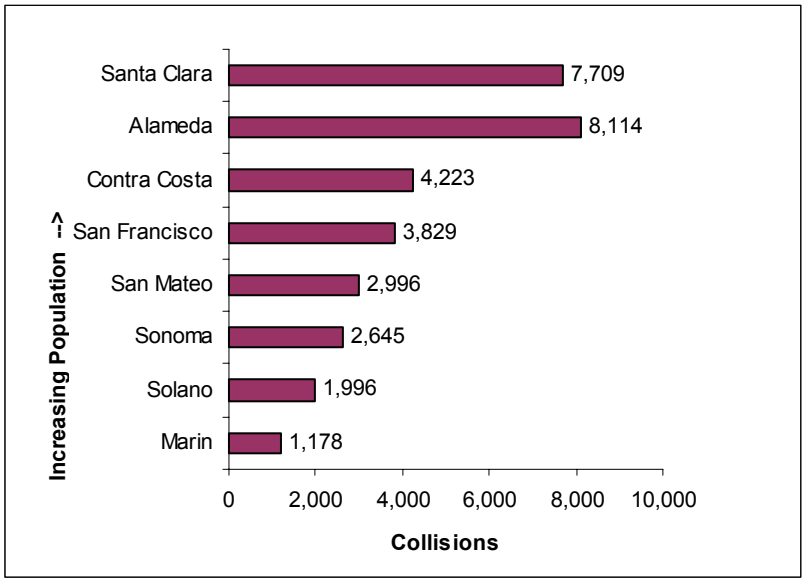
Table 1: Injury and Fatal Collisions in the Bay Area

	2004	2005	Percent Change 2004-2005
Injury Collisions	33,524	33,185	-1%
Fatal Collisions	426	438	3%
Total Injury and Fatal Collisions	33,950	33,623	-1%

Source: Metropolitan Transportation Commission

- Taken together, the number of collisions involving fatalities and injuries decreased one percent from 2004 to 2005. Alameda and Santa Clara counties had the highest number of fatal and injury collisions in both 2004 and 2005. These counties also have the highest number of centerline road miles, as well as some of the worst congestion in the Bay Area.

Chart 1: Injury and Fatal Collisions by Bay Area County, 2005



Source: California Highway Patrol, California Department of Finance
Population from DOF Form E-1, as of January 1, 2006

- The number of injuries and fatalities at identified safety "hotspots" is not currently tracked. An initial screening of a handful of the region's large and busy intersections

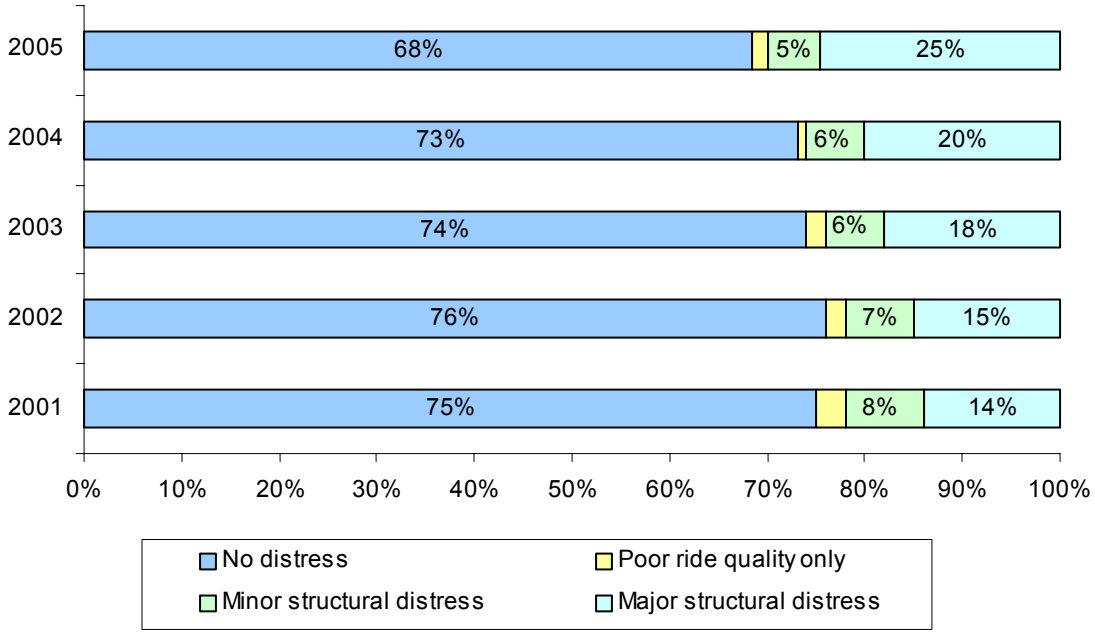
found that incidents at these intersections accounted for less than one percent of overall incidents.

Pavement Condition Index (PCI)

State owned roadways[1]

- Pavement condition deteriorated on state highways in the Bay Area in 2005, as the share of roads with no distress slipped five percentage points to 68 percent, and the portion showing major structural distresses rose five percentage points to 25 percent.
- At 68 percent, the share of roads with no distress is at its lowest point in the last five years. At the other end of the scale, the percentage of roadway miles showing major structural distress — 25 percent — is at its highest point in five years. Fully one-quarter of the lane-miles on Bay Area state highways now show signs of serious damage.

Chart 2:Pavement Conditions for Bay Area State Highways, 2001 - 2005



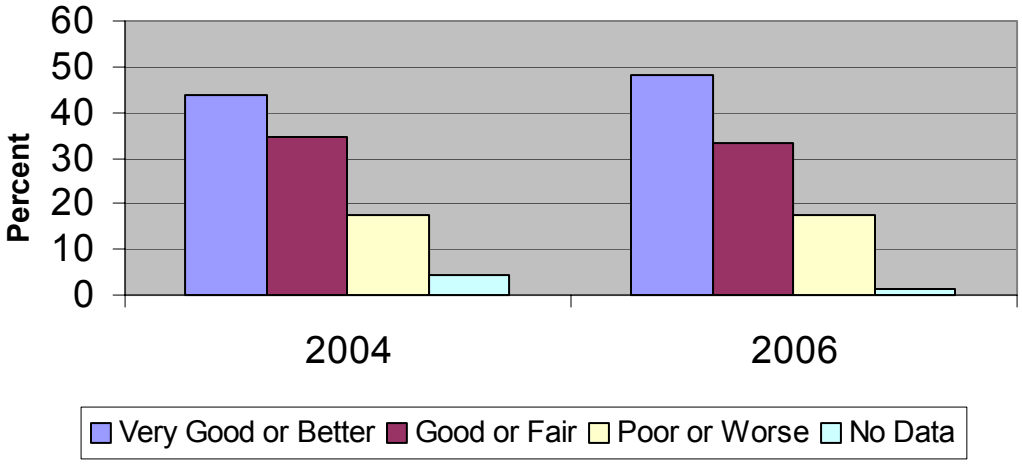
Source: Caltrans

Local streets and roads

- Between 2004 and 2006, the percentage of local streets and roads in "Very Good or better" condition rose from 44 percent to 48 percent, while at the other end of the spectrum, those in "Poor or worse" condition remained steady at 17 percent. In 2005 the PCI for the Bay Area increased between from 62, on a scale of 100, to 64. Only Marin and Napa showed decreases in PCI, with one and four point drops respectively.

[1] State-owned roadways are commonly called state highways and include freeways, rural highways (such as Route 1 along the Pacific Coast, Route 29 in Napa and Route 116 in Sonoma) and state-owned urban and suburban arterials (such as San Pablo Avenue in Alameda and Contra Costa counties and Skyline Boulevard in San Mateo County).

Chart 3: Pavement Condition of Local Streets and Roads



Source: Metropolitan Transportation Commission

- The current funding required to bring all local streets and roads (41,167 lane miles) in the Bay Area up to a "very good" or "excellent" ratings is $6.4 billion.
- While the actual pavement repair that was accomplished using the Transportation 2030 Plan discretionary funding for local streets and roads is a modest amount ($159 million or 2% of the existing backlog), progress over the last few years in the areas of regional policy, guidelines and programs has helped jurisdictions make the most out of limited resources. Project cost effectiveness as well as having an effective preventative maintenance plan in place are now both requirements for receiving Transportation 2030 maintenance funds.
- The Local Streets and Roads Committee elected to fund the Pavement Technical Assistance Program (PTAP) that was one of the regional programs to be sunsetted in FY 2008-09 per the Transportation 2030 plan. The annual cost of the PTAP program is roughly equivalent to reconstructing one lane mile of pavement ($730,000).

Average age of transit fleet

- Overall, the Bay Area's transit fleet was 0.2 years younger between 2003 and 2005, representing a 2.3 percent decrease in the average age of the vehicle. The fleet also became smaller over that period, with nearly 300 fewer standard buses in service.
- Buses, including regular, articulated and trolley buses, got younger, with regular and articulated buses roughly half a year younger and trolley buses over a year and a half younger.
- Heavy rail passenger cars got 2 years older on average, while light rail vehicles got nearly 2 years younger over the same period. Commuter rail vehicles remained roughly the same age, at an average age of 17 years, while the active fleet of commuter rail vehicles increased over 19 percent.

Table 2: Change in Average Transit Vehicle Age

	2003		2005		Change	
Vehicle Type	**Total Active Fleet***	**Average Age (Years)**	**Total Active Fleet***	**Average Age (Years)**	**Total Active Fleet***	**Average Age (Years)**
Regional Totals						
Vans/Autos	167	2.9	251	4.3	84	1.5
Buses	2,759	7.4	2,472	6.8	-287	-0.6
Articulated buses	170	5.8	251	5.4	81	-0.4
Trolleybuses	343	9.8	362	8.1	19	-1.7
Vintage Trolley	0		2	88.5	2	
Cable cars	40	93.8	40	95.8	0	2.0
Light rail vehicles (Streetcars)	273	15.5	281	13.6	8	-1.9
Heavy rail passenger cars	668	5.7	667	7.7	-1	2.0
Commuter rail passenger coaches	124	17.2	148	17.0	24	-0.2
Ferryboats	9	19.1	10	15.8	1	-3.3
Total All Vehicles	4,553	8.6	4,484	8.4	-69	-0.2

Source: National Transit Database; includes only vehicles owned by transit agencies

Distance between service calls

The Bay Area's rail operators reported a major improvement in a key measure of reliability in 2004-05. The average distance traveled between service calls for rail increased 30 percent, to 7,890 miles. Meanwhile, the average distance traveled between bus service calls decreased 7 percent, in large part due to difficulties operators had with new technology buses. A service call occurs when a bus or train requires repair and cannot complete scheduled service.

Table 3: Average Miles Between Service Calls

Operator	**Fiscal Year 2003-04**	**Fiscal Year 2004-05**	**Percent Change**
Bus			
Muni	2,100	1,950	-7%
VTA	4,500	4,460	-1%
AC Transit	4,680	5,120	9%
Golden Gate Transit	15,920	7,940	-50%
SamTrans	17,090	19,020	11%
***Weighted Average** (weighted by revenue service miles)*	6,130	5,680	-7%
Rail			
Muni	2,400	2,340	-2%
VTA	15,950	22,860	43%
BART	6,940	8,610	24%
***Weighted Average** (weighted by revenue service miles)*	6,060	7,890	30%

Source: National Transit Database FY2004-05 operator reports.

Progress in completing bridge seismic retrofit program

State bridges

- Since the last RTP, the Richmond-San Rafael Bridge seismic retrofit project was completed in 2005, at a total budgeted project cost of $825 million.
- Currently, the last of five bridges in the $8.7 billion Toll Bridge Seismic Retrofit Program to be fully retrofitted is the San Francisco-Oakland Bay Bridge. Work was completed on the West Spans of the Bay Bridge in 2004, at a totaled budgeted project cost of $308 million.
- The Bay Area Toll Authority and Caltrans are currently reexamining the Dumbarton and Antioch bridges to determine the future retrofit needs of those structures, if any. These two remaining bridges were not included as part of the Toll Bridge Seismic Retrofit Program.

Table 4: Status of Seismic Retrofit Program

Bridge	**Status**	
	2004	2006
San Francisco-Oakland	In progress	In progress
Richmond-San Rafael	In progress	Completed
San Mateo-Hayward	Completed	Completed
Benicia Martinez	Completed	Completed
Carquinez	Completed	Completed

Source: Bay Area Toll Authority

Local bridges

- The estimated cost of seismic needs for local bridges in Bay Area was approximately $57 million in 2004. Seismic repairs on local bridges are funded primarily through the Seismic Safety Retrofit Program. In 2003, the state suspended funding for the program. This, combined with environmental delays on previously funded projects, delayed the Local Seismic Retrofit Program.
- Of the 73 bridges in the program in 2003, twelve have been retrofitted and seven are currently in construction. Forty-eight bridges are in design for seismic retrofit, up from thirty-nine in 2003.

Table 5: Local Bridges Seismic Retrofit Program

	In Strategy		In Design		In Construction		Total	
County	2003	2006	2003	2006	2003	2006	2003	2006
Alameda	0	0	20	19	6	0	26	19
Contra Costa	3	0	0	5	10	1	13	6
Marin	0	0	2	2	2	0	4	2
Napa	0	0	0	0	0	0	0	0
San Francisco	0	0	1	2	0	1	1	3
San Mateo	0	0	3	5	1	1	4	6
Santa Clara	6	5	6	4	4	1	16	10
Solano	1	1	0	0	1	1	2	2
Sonoma	0	0	7	11	0	2	7	13
TOTAL	10	6	39	48	24	7	73	61

Source: Metropolitan Transportation Commission

Goal
RELIABILITY: A Reliable Commute

Key Measures of Progress:

Capacity added to the regional transportation system

Roadways

- Between 2000 and 2006, MTC's regional freeway network grew by transportation system model shows an overall increase of approximately 320 miles. Of that, just roughly 100 miles were additions to the HOV network.
- In 2004, there were 323 lane-miles in the HOV system. In 2005, that grew to 340 lane-miles, with new additions on State Route 87, I-880 and the I-880/237 connector in Santa Clara County and two new additions to the I-680 network in Contra Costa County.

Table 1: Regional Transportation Network Lane Miles

Use	Year 2000	Year 2006	Differences 2000-2006
Mixed Flow	34,651	34,873	222
HOV2	289	391	102
HOV3+	39	37	(2)
Truck	162	162	0
Total	**35,141**	**35,463**	**322**

Source: Metropolitan Transportation Commission

Transit network

- The number of passenger seat miles in the region's transit network decreased by about 3 percent between 2004 and 2006. In 2004, there were 3,447,000 passenger seat miles. By 2006, this had decreased to 3,356,000 largely due to service cuts as operators adjusted service to budget constraints.

Levels of Service in the congested corridors

- Since the last RTP, congestion has worsened in the Bay Area, and the most congested corridors faired no better than the region as a whole.
- Half of the most congested locations are already connected to the region's HOV network, with the second and third most congested locations, both on I-580, funded to join the network in 2013 and 2010. State Route 4 will also see new carpool lanes in construction in 2008, and an HOV gap closure on US-101 between State Route 1 and I-580 in Marin County is currently under construction.
- Most all of the congested corridors do have transit options available, though in several cases buses currently share lanes with other traffic and are subject to the same delays. With completion of the HOV segments listed above, buses on all but one of the congestion segments will be able to bypass congestion. Current bus service on State Routes 4 and 92 does not meet the 15-minute headway criteria for high-frequency service.

- In contrast, the region is not making full use of freeway ramp metering to help manage congestion and improve travel time reliability. Ramp metering is in operation in just three of the congested segments.

Table 2: Travel in the Region's Most Congested Locations

		Average Daily Freeway Delay (vehicle hours)			Reliable Travel Options (1)			
	Most Congested Locations in 2004	2004	2005	2005 Rank	HOV Lanes	Freeway Ramp Metering	High-Frequency Transit in Preferred Right-of-Way (2)	
1	I-80, westbound, AM - Alameda/Contra Costa, SR 4 to Bay Bridge metering lights	10,080	10,930	1	+	-	+ +	Bus BART
2	I-580, westbound, AM - Alameda County, North Flynn Rd to Airway Blvd	5,120	5,830	3	-*	o	-	Frequent bus; no HOV
3	I-580, eastbound, PM - Alameda County, Hopyard Rd to west of El Charro Rd	4,320	6,100	2	-*	o	-	Frequent bus; no HOV
4	US 101, northbound and I-80, eastbound PM - San Francisco, Cesar Chavez St to west end of Bay Bridge	3,840	5,140	4	-	-	-	Frequent bus; no HOV
5	SR 92, eastbound, PM - Alameda County, Clawiter Rd to I-880 interchange	3,760	3,880	7	+	-	-	Bus does not meet frequency threshold
6	SR 4, westbound, AM - Contra Costa County, Lone Tree Way to west of Loveridge	3,600	4,000	6	-*	-	-	Bus does not meet frequency threshold
7	US 101, southbound, AM - Marin County, North of SR 37 to I-580	3,110	4,490	5	+	-	+	Bus
8	US 101, northbound, PM - Marin County, SR 1 to I-580	2,680	3,690	9	o*	-	o	Bus
9	US 101, northbound, AM - Santa Clara County, I-280 to north of Trimble Rd	2,560	2,320	14	+	+	+ +	Caltrain Bus
10	I-80, eastbound, PM - San Francisco and Alameda counties, West of Treasure Island to east of Powell Street	2,430	3,120	10	o	n/a	+ o	BART Bus
	New to Most Congested List in 2005							
	SR 4, eastbound, PM - Contra Costa County, West of Bailey Rd to A Street/Lone Tree Way	2,340	3,780	8	o*	-	-	Bus does not meet frequency threshold

Sources: MTC and Caltrans, Bay Area Transportation State of the System 2004 and 2006,Caltrans, Bay Area HOV Lanes 2004 and 2005 reports.

Notes: (1) + Indicates full coverage over the congested segment; o indicates partial coverage; - indicates no coverage
(2) Service at least every 15 minutes. Preferred right-of-way includes HOV lanes for buses.
* HOV lanes under construction or fully funded

Progress with freeway ramp meters and traffic signal retiming

Ramp meters

- In late 2004, 205 ramps were metered in the Bay Area. Currently, that number has increased to 231, with 25 new ramp meters activated in the first two months of 2007. The 231-metered ramps represent 23 percent of the 1,016 ramps in the Bay Area.

Table 3: Ramp Meters

	2004	2006	Total New Ramps
Number of operational ramp meters	**205**	**231**	**26**

Source: Caltrans, Metropolitan Transportation Commission

Traffic signal retiming

- In 2005, MTC completed 11 projects in the Regional Signal Timing Program. Combined with those projects completed in 2004, the Regional Signal Timing Program has saved drivers nearly 500,000 hours per year, reducing fuel consumption by over 650,000 gallons and emissions by nearly 46 tons per year.

Table 2: Traffic Signal Program

Regional Signal Timing Program Performance	2004 Cycle	2005 Cycle	Cumulative
Total Cost (2005$)	$744,690	$1,076,380	$1,821,070
Number of Projects Completed	15	11	26
Number of Signals Retimed	340	449	789
Benefit Period (5 years)	2004-2009	2005-2010	2004-2010
Benefits			
Travel Time Savings (hours/year)	247,200	339,000	488,500
Fuel Consumption Savings (gallons/year)	330,600	451,200	651,500
Emissions Reductions (tons/year, with CO / without CO)	23.5 / 4.0	31.6 / 5.9	45.9 / 8.2

Notes: 1) Cumulative benefits are not additive due to the different benefit periods for each Cycle. 2) Emissions are ROG, NOx, PM10, and CO.
Sources: Field-measured travel time and delay studies, Caltrans, California Life-Cycle Benefit/Cost Analysis Model and Technical Supplement to the User's Guide, 1999. MTC, Travel Demand Models for the San Francisco Bay Area (BAYCAST-90) Technical Summary, 1997.US Dept of Labor, Bureau of Labor Statistics

On time transit performance

- Overall, the region's major transit providers have had mixed results in terms of on time performance since 2004, with only three services meeting their on time goals.
- Rail systems reported much higher on time performance than bus systems, which are often stuck using the same congested roadways as other passenger vehicles. VTA, Caltrain and BART continue to report the best on-time performances, with all three agencies operating on-schedule more than 90 percent of the time.
- The on-time arrival rate for San Francisco Muni, which operates under some of the most challenging conditions in the Bay Area, significantly lags behind other systems. Muni has pledged to focus on improvements and three of four Muni modes monitored posted significantly better on-time arrivals in FY 2004-05.

Table 3: On Time Performance of Major Transit Operators

Operator	2003-04*	2004-05*	FY04-05 Goal
Buses			
VTA	97%	94%	95%
SamTrans	88%	91%	85%
Golden Gate Transit	82%	81%	90%
Muni (motor bus)	69%	73%	85%
Muni (electric trolley bus)	72%	70%	85%
AC Transit	66%	67%	90%
Rail			
VTA	96%	97%	95%
Caltrain	92%	97%	95%
BART	93%	92%	95%
Muni	66%	77%	85%

Sources: AC Transit, Golden Gate Transit, Muni, SamTrans, Valley Transportation Authority, Caltrain, BART.

Effectiveness of incident management strategies

- MTC operates two incident management programs: MTC SAFE Freeway Service Patrol (FSP) and Call Box Programs. Between 2004 and 2006, there was a slight decline (less than 3%) in the total number of assists, but customer satisfaction remained very high.
- In addition, there was improved call service, with the monthly delay in call answering dropping from just over 9 seconds to 8 seconds.

Table 4: Incident Management Programs

Measure	2004	2006
Freeway Service Patrol		
Centerline miles covered	440	460
Total number of assists	135,700	132,600
Assist rate (# of assists per hour per truck)	0.93	0.86
Customer service rating (% of motorist surveys marked "excellent")	94.8%	95.9%
Avg. motorist wait time	9.4 min	9.4 min
Call Box		
Monthly delay in call answering	9.2 sec	8.0 sec

Source: Metropolitan Transportation Commission

New transit connectivity projects

- The Transit Connectivity Plan, adopted by the Commission in April 2006 and received funds for its implementation in July 2006, recommends improvements in the areas of wayfinding signage, transit information display cases (printed transit information) and real-time transit information displays at key regional transit hubs identified in the Plan.

- Since adoption, MTC has worked with transit operators to review each of the 24 regional transit hubs (including three airports) for compliance with the Plan recommendations and to identify potential improvements.
- Regional coordination of transit connectivity activities is proceeding under MTC's Transit Coordination and Information Section, in collaboration with transit operators, will be responsible for implementing the Plan's recommendations.
- Progress going forward will be measured based on implementation of wayfinding signage improvements, transit information, and real time transit information at the regional transportation hubs.

Progress in improving traveler information

- Between 2004 and 2006, MTC made significant progress in improving the availability of traveling information. Fully launched in March 2004, 511.org is a free phone and Web service that consolidates Bay Area transportation information into a one-stop resource. 511 provides up-to-the-minute information on traffic conditions, incidents and driving times, schedule, route and fare information for the Bay Area's public transportation services, instant carpool and vanpool referrals, bicycling information and more.
- Between 2004 and 2006, there was a 57 percent increase in calls to 511, a 167 percent increase in user sessions on the website, and a more than doubling of freeway miles covered.

Table 5: Regional 511 Coverage and Usage

Measure	2004*	2006
Phone calls to 511	3,296,120	5,180,583
User sessions on 511.org	6,210,029	16,555,793
Freeway miles covered	280 miles	585 miles
Percentage of freeway network covered	45%	94%

* All of 511.org was not launched until March 2004, so this data only reflects Mar-Dec 04.

Source: Metropolitan Transportation Commission

Goal
ACCESS: Access to Mobility

Key Measures of Progress:

Amount of Lifeline transportation service provided

- MTC remains committed to improving transportation choices for Bay Area residents. As identified in Transportation 2030, MTC is dedicating $216 million to a Lifeline Transportation Program over the next 25 years. MTC allocated an additional $18 million to launch the program in December 2006 before these new funds become available. MTC staff recently released for comment a regional transit proposal that allocates new funds from Proposition 1B over a ten-year period. The final allocation will be determined by mid-2007.

Table 1. Summary of Lifeline Funding (FY2006 – FY2008)

	Total (CMAQ + STA + JARC)
Lifeline Program Revenue	$18,232,956
Total Proposed Programming	$14,692,239
Unprogrammed Balance	$ 3,540,717

(Source: MTC Staff)

Table 2. Breakdown of Funding for Lifeline Program

Lifeline Projects Categories	Percent of Total Funding
Fixed-Route Transit	33%
Transit/Bicycle/Pedestrian Amenities	27%
Shuttles/Demand Response	15%
Auto Programs (loans, carsharing)	11%
Fare Assistance	7%
Children's Shuttle	4%
Guaranteed Ride Home	2%
Marketing/Outreach for service	1%

(Source: MTC Staff)

- The Low Income Flexible Transportation (LIFT) Program began in 2000 and has funded a wide range of transportation services, from new fixed public transit to children's shuttles, and even auto-loan programs. MTC programmed the third cycle of the LIFT program at the end of 2004. No additional funds have been committed to LIFT beyond the current cycle.

Table 3. Summary of LIFT Funding Grants

Cycle	Total LIFT Grant
Funding Cycle 1	$5,614,670
Funding Cycle 2	$5,652,623
Funding Cycle 3	$2,755,924

(Source: MTC Staff)

Table 4. Breakdown of Funding for LIFT Program

LIFT Projects Categories	Percent of Total Funding
Fixed-Route Transit	41%
Shuttles/Demand Response	20%
Fare Assistance	14%
Children's Shuttle	13%
Auto Programs (loans, carsharing)	6%
Mobility Manager	5%
Transit/Bicycle/Pedestrian Amenities	1%

(Source: MTC Staff)

Progress in implementing transportation programs for older adults

- As required by SAFETEA-LU, the Coordinated Public Transit-Human Services Plan is MTC's latest planning effort to assess the needs of older adults, as well as disabled and low-income residents in the Bay Area, and to develop coordinated regional solutions. The Coordinated Plan will be completed in May 2007.

- MTC and its Elderly and Disabled Advisory Committee (EDAC) continue to support initiatives that address a rapidly aging region. In January 2006, MTC and EDAC hosted *A Regional Summit on Older Drivers* to educate senior advocates and service providers on helping older drivers stay sharp behind the wheel and, if necessary, make the transition from driving to other options. A DVD of the summit's proceedings is currently in post-production, and once completed it will be distributed to all summit participants as well as other associated organizations and groups.

- In May 2005, MTC convened a special forum – *Mobility Matters: Taxis and Their Role in Bridging the Accessibility Gap* – to allow the taxi industry, transit agencies, seniors groups, community-based organizations, social service agencies, and others to share information about innovative taxi programs. In addition to older adults, many of these ideas could bridge accessibility gaps for people with disabilities and low-income residents.

Progress in completing community-based plans

- MTC is making steady progress in completing Community-Based Transportation Plans (CBTP) for those economically disadvantaged communities identified in the 2001 Lifeline Transportation Network Report. Five CBTPs were completed by early 2005. Six additional CBTPs have been completed to date, with two more to be completed by Spring 2007 (Mission District and Santa Rosa).

Table 5. Status of Community-Based Transportation Plans

Completed CBTPs	*Completed by early 2005* • Richmond/ North Richmond/ Old Town San Pablo • Ashland/ Cherryland/ South Hayward • City of Napa • East Palo Alto • Dixon	*Completed by Spring 2007* • West Oakland • Monument Corridor (Concord) • Gilroy • Canal District of San Rafael • Pittsburg/Bay Point • Civic Center (San Francisco)
CBTPs Underway	• Mission District (San Francisco) • Santa Rosa (west of Highway 101) • Cordelia	• Berkeley/West Berkeley • East Oakland • Marin City
Remaining CBTPs	• East San Jose • Martinez • Bayview Hunters Point	• Milpitas • Daly City (San Bruno) • Vallejo

(Source: MTC Staff)

MTC and transit operator Title VI reports

- Title VI Compliance Reports provide information and analyses bearing on MTC and transit operators' compliance with Title VI of the 1964 Civil Rights Act regarding nondiscriminatory delivery of services and benefits under federally-funded programs or activities. The report covers the preceding three fiscal years.

- MTC submitted its latest triennial Title VI Compliance Report in 2006, which covers the years 2004, 2005, and 2006. The next update is expected to be prepared in 2009. The major transit operators have all either completed or are currently updating their Title VI reports for the FTA directly.

Table 6. Transit Operator Title VI Reports Status

Transit Operator	Year of Completion of Current Title VI Report	Year of Next Update
AC Transit	2003	2007 (covering 2004-6)
BART	2004	2007
Caltrain	2006	2009
Golden Gate Transit	2006	2009
Muni	2004	2007
SamTrans	2004	2007
VTA	2005	2008

(Source: Transit Operators)

- Additionally, MTC is funding and administering a Transit Passenger Demographic Survey of 22 Bay Area transit operators. The survey asks transit customers about their trip patterns, trip frequency, access to automobiles, race, and income. The final consultant report will be submitted to MTC by July 2007. Results from this survey will provide critical information to MTC staff as they continue to tackle access issues for the region's diverse residents.

Goal
LIVABLE COMMUNITIES: A Region of Vibrant Communities

Key Measures of Progress:

Number of TLC projects completed

- MTC launched the TLC program in 1998 to fund local planning studies and capital projects to encourage more vital and livable neighborhoods and communities. Through the Transportation 2030 Plan, MTC created the County TLC/HIP program, which provides over $9 million per year to counties to create customized TLC, HIP, or combined TLC/HIP programs in their county. There is no county TLC planning program.

Table 1. Status of TLC Projects

	Planning Projects Completed or Underway as of Dec. 2004	Planning Projects Completed or Underway as of March 2007	Capital Projects Completed or Underway as of Dec. 2004	Capital Projects Completed or Underway as of March 2007
Regional TLC	60	68	73	82
County TLC	N/A	N/A	0	12
Regional and County TLC	N/A	N/A	0	2
Total	60	68	73	96

(Source: MTC Staff)

Number of new Transit Oriented Development projects assisted with HIP, and Number of new mixed use development projects assisted with HIP

- MTC expanded the TLC portfolio in 2000 to include the Housing Incentive Program (HIP), which provides capital funding assistance to local governments and developers to construct dense housing near transit stops. Most county TLC/HIP funds are used for TLC projects. At this time only San Mateo and Marin counties have established a county HIP program.

Table 2. Status of HIP Projects

	TOD Housing and Mixed-Use Projects Assisted* as of Dec. 2004	TOD Housing and Mixed-Use Projects Assisted as of March 2007**
Regional HIP	15	24
County HIP	N/A	3
Regional and County HIP	N/A	0
Total	15	27

(Source: MTC Staff)
* Staff have combined the mixed-use and TOD HIP grant categories into a single measure because by definition all HIP projects are transit-oriented, whereas mixed-use is not a critical criterion for HIP grants.
** The 2004/5 cycle of HIP projects have until June 2007 to receive building permits and in turn the HIP grants. Since a number of new projects are expected to meet this deadline, these figures will be updated.

Annual results of T-PLUS program

- To further integrate transportation and local land use planning, MTC established the Transportation Planning and Land Use Solutions (T-PLUS) program in 2005. T-PLUS provides $150,000 to each CMA for each of three years to build planning capacity focusing on TLC/HIP, TOD, and traffic mitigation programs. MTC staff is currently preparing the annual evaluation of the T-PLUS program. The report will go to the Planning Committee for review in May 2007. At that time, the Committee will determine whether to extend the program, and if so, for how long. In general, the T-PLUS program has:
  - Created capacity for implementation of regional goals and programs (e.g. county TLC)
  - Enabled local planning staff to participate in or lead numerous smart growth planning studies
  - Enabled some staff to develop toolkits specifically related to smart growth planning and TOD
  - Enabled staff-level support for relevant Resolution 3434 (see next measure) planning activities in their jurisdictions
  - Enabled some CMAs to improve their modeling and GIS capabilities related to land use and transit planning
  - Enabled CMAs to use T-PLUS funds to add staff to accomplish the tasks outlined above

NEW: TOD Policy Implementation

- The $11.8 billion Regional Transit Expansion Program that MTC adopted as Resolution 3434 in 2001 was accompanied by a strong directive to develop a policy that would condition the allocation of regional discretionary funds for transit expansion projects on supportive local land use plans and policies. In 2005, MTC adopted the Resolution 3434 Transit-Oriented Development (TOD) Policy. Today, 19 of 41 stations have station area plans completed or underway, compared to only seven stations back in 2004. In the last three years, planning had begun for 12 stations, eight of which are funded by MTC.

Table 3. New Station Area Plans Underway or Completed since 2004

Resolution 3434 Corridor	Station Area	Plan Fund Source
Dumbarton Rail	Menlo Park	MTC
Dumbarton Rail	Redwood City	City
e-BART	Pittsburg/RR Avenue	MTC
e-BART	Antioch/Fairgrounds	MTC/BART
e-BART	Antioch/Hillcrest	MTC/BART
e-BART	Oakley/Neroly Road	MTC/BART
Ferries	Richmond	WTA/DCE
Ferries	Alameda	MTC
BART to San Jose	Milpitas	City
BART to San Jose	San Jose downtown	City
BART to San Jose	Santa Clara	MTC
SMART	Santa Rosa downtown	MTC

(Source: MTC Staff)

Goal
CLEAN AIR: Clearing the Skies

Key Measures of Progress:

Periodic analysis of consistency between the Transportation 2030 Plan and Transportation Improvement Program (TIP) and the federal air quality plan (also known as transportation "conformity").

- The Federal Highway Administration and Federal Transit Administration approved MTC's conformity determination for the Transportation 2030 Plan and 2005 TIP Amendment #05-05 on March 17, 2005. Currently, MTC has released the Draft Conformity Analysis of the Amendment to the Transportation 2030 Plan and 2007 TIP Amendment #07-06 for a 30-day public review from March 9, 2007 to April 9, 2007. New funding from Proposition 1B and other fund sources has allowed two new projects to be added to the financially constrained element. Staff has concluded that motor vehicle emissions from these plan amendments are below emissions budgets contained in the federal air quality plan.

Table 1. 2005 Air Quality Conformity Analysis

Emissions Budget Comparisons for Ozone				
Year	VOC Budget	Net VOC Emissions	NO_x Budget	Net NO_x Emissions
2006	164.0	129.2	270.3	253.2
2007	164.0	119.4	270.3	234.8
2015	164.0	69.6	270.3	125.1
2025	164.0	44.6	270.3	66.8
2030	164.0	37.7	270.3	54.9

Emission Budget Comparisons for Carbon Monoxide		
Year	1998 CO Budget*	CO Emissions
2006	2,193	1,352.3
2010 (interpolated)	2,193	1,046.1
2015	2,193	663.3
2025	2,193	353.8
2030	2,193	295.8

(Source: Transportation Air Quality Conformity Analysis for Transportation 2030 Plan and 2005 Transportation Improvement Program/Amendment #05-05)
* 1998 Revision to the 1996 Carbon Monoxide Maintenance Plan for 10 Federal Planning Areas

Table 2. 2007 Air Quality Conformity Analysis

Emissions Budget Comparisons for Ozone				
Year	VOC Budget	Net VOC Emissions	NO_x Budget	Net NO_x Emissions
2006	164.0	126.2	270.3	248.3
2007	164.0	116.0	270.3	229.3
2015	164.0	68.3	270.3	123.0
2025	164.0	44.3	270.3	66.5
2030	164.0	37.9	270.3	55.4

Emission Budget Comparisons for Carbon Monoxide		
Year	2004 CO Budget**	CO Emissions
2006	1,850	1,320.0
2007	1,850	1,204.9
2015	1,850	647.8
2018 (interpolated)	1,850	558.5
2025	1,850	350.2
2030	1,850	297.0

(Source: Draft Transportation Air Quality Conformity Analysis for Amendment to the Transportation 2030 Plan and 2007 Transportation Improvement Program Amendment 07-06)
** 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas

Progress in retrofitting urban buses with new emission controls

- In February 2000, the Air Resources Board adopted the Fleet Rule for Transit Agencies and more stringent exhaust emission standards for new Urban Bus engines and vehicles. The Bay Area's transit operators are making progress in retrofitting 1,700 diesel buses with particulate matter filters (which also filter out NO_x) as part of MTC's Clean Diesel Bus Program. MTC is funding this program with $14 million in CMAQ plus other local funds.

  May 2005: ~23% Retrofitted
  March 2007: ~81% Retrofitted

- As new and cleaner buses are procured and replace older buses, or as older buses are rehabilitated with cleaner engines, there will be a lesser need to install diesel particulate filters as "retrofits" to achieve the target fleet emissions reductions.

Development of new episodic controls on Spare the Air days

- Since 2005, MTC and the Bay Area Air Quality Management District (Air District) have funded and administered the Spare the Air/ Free Transit program. Planning for the 2007 program is well underway for this summer's ozone season.

- In 2005, the free transit program was limited to the weekday morning commute only. Only one Spare the Air day was declared by the Air District that summer (July 26, 2005). Transit ridership increased by 21,000 rides or 6.7% over a typical weekday. MTC and the Air District estimated the emissions reduction impacts as follows:

- In 2006, the free transit program was expanded to the entire weekday. Six Spare the Air days were declared that summer. The number of transit rides rose by 15% system-wide, equating to 225,000 additional rides per free transit day. MTC and the Air District calculated the following emissions reductions:

Table 3. Spare the Air/Free Transit Campaign Results

	NO_x (tons/day)	ROG (tons/day)	PM-10 (tons/day)
2005 Campaign	1.53	1.48	0.53
2006 Campaign	2.22	2.18	0.85

(Source: Air District)

Progress in funding bicycle and pedestrian projects

- MTC continues to fund an increasing number of important bicycle and pedestrian projects throughout the nine counties using regional discretionary fund sources. In December 2003, the Commission dedicated $200 million over 25 years for bicycle and pedestrian improvements throughout the Bay Area, including portions of the Regional Bicycle Network. In addition, the TLC/HIP program helps fund bicycle and pedestrian projects.

Table 4. Status of Bicycle and Pedestrian Projects

	2004/5	2005/6	2006/7
Number of Funded Projects	104	128	38*
Amount of Funding**	$19,290,000	$32,983,000	$32,402,000

(Source: MTC Staff)

* Funding for ten of these projects began in previous years. Additional projects are expected to be submitted by local sponsors for funding, including TDA-funded projects, prior to the end of FY 2007.

** MTC's fund sources comprise STP, CMAQ, STIP, TDA, and RM2 funds

Goal: EFFICIENT FREIGHT TRAVEL: Moving Goods to Market

Key Measures of Progress:

Identification of key freight projects and associated funding

- The Regional Goods Movement Study identified two high priority interregional goods movement corridors:
  1) I-80 from the Bay Area through Sacramento - known as the Central Corridor; and
  2) I-580/238/880 from the Bay Area through the Central Valley– known as the Altamont Corridor.
- Investment in these corridors focuses on the dual goods movement issues of:
  (1) ensuring the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports; and
  (2) the economic interconnections of the Sacramento and San Joaquin Valley regions with the Bay Area through interregional goods distribution corridors.
- Recognizing the importance of these two issues, MTC has had discussions with various partner agencies, including the Port of Oakland, the Bay Area and Contra Costa Councils, the East Bay Economic Development Alliance, the Alameda CMA, the San Joaquin, Sacramento and Stanislaus Councils of Governments, and others, to begin identifying key goods movement projects that would serve both corridors, which would be collectively called the Northern California Trade Corridor.
- The Northern California Trade Corridor will be an integrated program designed to meet current and future requirements to move people and goods throughout the state and the nation quickly, reliably and safely, with less highway congestion and pollution.
- The program envisions a combination of rail and highway improvements focused along the two major trade corridors identified above. Although the focus has been the Proposition 1B Infrastructure Bond, future infrastructure needs far exceed the funding available in the bond, and will require corridor-level strategies as the Bay Area looks towards the next federal reauthorization in 2009.
- The private sector is also a key partner in goods movement. MTC is actively working with our partners at the Port of Oakland to engage the Union Pacific and BNSF Railroads in discussions regarding future investments in the freight network.

Development of a regional truck network on local arterials

MTC is planning on pursuing this project in FY 2007/08. In addition, the Alameda County Congestion Management Agency recently released a Request for Proposals for a Truck Parking Facility Study to evaluate the demand for truck parking facilities in Alameda County and to conduct a preliminary scan for potential locations based on the results of the demand analysis. This study is scheduled to be completed at the beginning of 2008.

Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis

The Regional Airport Planning Committee (RAPC) is an advisory committee of MTC, ABAG and BCDC. One of the committee's charges is to develop a Regional Airport System Plan (RASP), which assesses future air passenger, air cargo and general aviation at the regional level. The last RASP was completed in 2000, and RAPC is currently re-examining the original set of alternative strategies prescribed in the RASP. Air cargo is being considered as part of this evaluation, which is scheduled to be complete in 2009.